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**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

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**DATE:** September 17, 2010

**TO:** Loudoun County Planning Commission

**FROM:** Stephen Gardner, Project Manager  
Julie Pastor, Director

**SUBJECT: September 22, 2010 Planning Commission Work Session  
Dulles Town Center  
ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048**

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This document is intended to supplement the Planning Commission Work Session memorandum dated July 16, 2010 and attached hereto for reference. The purpose of this Work Session is to continue the discussion of the Dulles Town Center (and Parc Dulles II – ZMAP 2002-0017, SPEX 2008-0026 & SPEX 2008-0027) application regarding environmental, transportation, and zoning issues, among others. Discussion of those issues considered by the Planning Commission at the July 21, 2010 Work Session is not anticipated. As such, Staff responses to questions noted at the July 21, 2010 Work Session are not included as part of this document but will be provided in a subsequent work session memorandum when those issues are revisited by the Commission.

**BACKGROUND:**

The Planning Commission held a public hearing on this application on September 17, 2009; no members of the public spoke for or against the application. It was indicated at the meeting that further consideration of this application would be in conjunction with the Parc Dulles II application. To facilitate this discussion, the Planning Commission voted 8-0-1 (Brodrick – absent) to forward the application to Work Session.

At the July 21, 2010 Work Session, the Planning Commission discussed the land use, fiscal impacts, and design of the Dulles Town Center and Parc Dulles II applications. In addition, the Planning Commission discussed an existing stormwater management pond located in the northwest quadrant of Land Bay OP-2. Guidance was provided by the Commission on those issues discussed.

**CURRENT STATUS:**

A review of the Traffic Study Update has been completed by the Office of Transportation Services (OTS); a supplemental referral detailing such is included as

Attachment # 1. The Update noted that intersection improvements would be needed at the following intersections in order to maintain acceptable Levels of Service (LOS): Atlantic Boulevard / Majestic Drive / Century Boulevard; Atlantic Boulevard / Lauren Sarah Court; and Nokes Boulevard / Atlantic Boulevard.

Staff further notes that a revised Concept Development Plan (CDP) and revised Design Guidelines were submitted on August 27, 2010. Changes made to the application include an increase in the setback along Route 7 associated with Land Bay TC-3 and the removal of certain design standards for structured parking garages in the Urban Center. Updated proffers were not submitted. The revised CDP and Design Guidelines are not included as part of this package but are available upon request.

**STAFF RECOMMENDATION:**

Staff acknowledges the intent of this meeting is to further the discussion of outstanding issues in order to provide guidance to the Applicant that will facilitate a forth-coming submission. Updates to the issue status and a recommendation will be provided at that time. Subsequent revisions to the application should include a commitment as part of the Proffer Statement to the intersection improvements noted in the OTS referral. In addition, design standards for structured parking garages that were removed should be reinstated. In order to allow for continued discussion, Staff recommends this application be referred to a subsequent Work Session.

**SUGGESTED MOTION:**

1. I move that the Planning Commission forward ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048, Dulles Town Center, to a Planning Commission Work Session for further discussion.

OR,

2. I move that the Planning Commission forward ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048, Dulles Town Center, to the Board of Supervisors with a recommendation of denial.

OR,

3. I move that the Planning Commission forward ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048, Dulles Town Center, to the Board of Supervisors with a recommendation of approval.

OR,

4. I move an alternate motion.

**ATTACHMENTS:**

1. Office of Transportation Services (OTS) Supplemental Referral; dated September 7, 2010
2. July 16, 2010 Planning Commission Work Session Memorandum

County of Loudoun  
Office of Transportation Services

**MEMORANDUM**

**RECEIVED**

SEP 7 2010

LOUDOUN COUNTY  
DEPARTMENT OF PLANNING

**DATE:** September 7, 2010

**TO:** Stephen Gardner, Project Manager  
Department of Planning

**FROM:** Lou Mosurak, AICP, Senior Coordinator *LM*

**SUBJECT:** ZMAP 2007-0001, ZCPA 2007-0001,  
SPEX 2008-0047, SPEX 2008-0048 – Dulles Town Center  
Supplemental Referral – Traffic Study Update

This referral reviews a traffic study update (dated July 13, 2010) that analyzes the impacts of approximately 615,000 additional sq ft of office development within Dulles Town Center (Landbays OP-1 and OP-3, along Atlantic Boulevard). This additional development is the result of increased density that may be realized by the Applicant due to Zoning Ordinance changes that now permit up to a 0.6 FAR within the PD-OP zoning district. The traffic study update includes this additional development within an overall analysis of the Dulles Town Center and Parc Dulles applications in 2030, which the study refers to as "Condition 4." Review of other development scenarios, based on earlier versions of the traffic study and referred to as Conditions 1, 2 and 3, were provided in the second and third Office of Transportation Services (OTS) referrals on the Dulles Town Center applications (dated December 19, 2008 and August 7, 2009). The traffic study update also reviews updated traffic counts at the Route 7/City Center Boulevard intersection. A copy of the traffic study update is provided as **Attachment 1**.

Total 2030 development proposed by the Dulles Town Center and Parc Dulles applications, as reviewed by Condition 4 of the traffic study update, consists of 4,790,000 sq ft of office uses; a 400-room (350,000 sq-ft) hotel; 1,675 multi-family residential units; 560,000 sq ft of retail uses; and a 17,000 sq-ft fire and rescue station.

**Review of Applicant's Traffic Study Update**

**Review of Traffic Counts at Route 7/City Center Boulevard Intersection**

The traffic study update compares traffic counts taken by Wells & Associates at this intersection on May, 31 2007 with more recent counts taken by Gorove/Slade Associates at the same location on June 10, 2008, as well as with those taken by Wells & Associates on June 2, 2010. Count comparisons, provided in *Attachment 1 (Table A)*, indicate that the base traffic data used in earlier versions of the traffic study are within the range of the more recent counts and are therefore still appropriate to use to analyze future traffic conditions.

**ATTACHMENT 1**

## **Review of “Condition 4” Development Scenario (Including Additional Office Development in Landbays OP-1 and OP-3)**

The traffic study update reviewed the impacts of the additional 615,000 sq ft of office development, along with the remainder of the overall proposed development program, on the surrounding road network in 2030. Assuming the “total future” improvements noted in *Attachment 1 (Figure 3)* are in place, the study indicates that the following additional improvements noted in *Attachment 1 (Revised Table 5)*, referred to as the “Condition 4 improvements,” would be required in order to achieve the intersection LOS identified in *Revised Table 5*:

### **Intersection 1 (Atlantic Boulevard/Majestic Drive/Century Boulevard) (with Signalization)**

- Construct/provide second eastbound (Century Boulevard) left-turn lane
- Restripe westbound (Majestic Drive) approach with a shared left-turn/through lane and dual right-turn lanes
- Restripe/reconfigure southbound (Atlantic Boulevard) approach with dual left-turn lanes, one dedicated through lane, and one shared through/right-turn lane
- Optimize signal timings

### **Intersection 4 (Atlantic Boulevard/Lauren Sarah Court) (with Signalization)**

- Construct/provide separate eastbound (Lauren Sarah Court) right-turn lane
- Restripe southbound (Atlantic Boulevard) approach with a dedicated left-turn lane, two dedicated through lanes, and a shared through/right-turn lane
- Optimize signal timings

### **Intersection 5 (Nokes Boulevard/Atlantic Boulevard)**

- Extend southbound (Atlantic Boulevard) right-turn lane back to Lauren Sarah Court
- Optimize signal timings

It is noted that the “total future” improvements identified in *Figure 3* (by asterisks) are the same as those identified in the previous referral and earlier versions of the traffic study.

## **Conclusion**

OTS continues to recommend that the Applicant commit to construction of the “total future” improvements, as well as to the additional “Condition 4 improvements” noted above, at appropriate development thresholds, subject to VDOT approval.

## **ATTACHMENT**

1. Applicant's Traffic Study Update (w/o worksheets) (July 13, 2010)

cc: Andrew Beacher, Director, OTS



WELLS + ASSOCIATES



## MEMORANDUM

**TO:** Louis M. Mosurak, AICP  
Loudoun County Office of Transportation Services

**COPY:** DTC Team

**FROM:** Christopher Turnbull  
Martin M. Barna

**DATE:** July 13, 2010

**SUBJECT:** Dulles Town Center – Traffic Impact Study Update  
Loudoun County, Virginia

## INTRODUCTION

This memorandum provides the results of additional traffic analysis completed for the Dulles Town Center rezoning application. The additional analysis considers the impacts of allowing an increase in office space Floor Area Ratio (FAR) from 0.4 to 0.6 for two of the seven landbays.

The additional analysis supplements and compares the results presented in the Dulles Town Center Traffic Impact Study (TIS), dated June 18, 2009. Dulles Town Center (DTC) is located south of Harry Byrd Highway (Route 7), east of Sully Road (Route 28), north of Nokes Boulevard, and west of City Center Boulevard in Loudoun County, Virginia.

## BACKGROUND INFORMATION

The DTC traffic report evaluated traffic conditions for 2015 and 2030 scenerios. The scenerios included baseline (DTC and Parc Dulles existing zoning), Condition 1 (DTC proposed program and Parc Dulles existing zoning), Condition 2 (DTC and Parc Dulles proposed zoning), and Condition 3 (DTC existing zoning and PARC Dulles proposed zoning).

The additional analysis will be referred to as Condition 4 and includes 4,750,000 SF of general office space, 500,000 SF of retail space, a 400 room hotel, and 1,230 multifamily residential units. Parc Dulles, which was also included with the DTC study, would remain as proposed and reflects 40,000 SF of general, 60,000 SF of retail space, and 445 multifamily residential units. The 2030 build-out scenario was evaluated.

## **ANALYSIS**

### **Existing Traffic Counts**

To validate the base traffic information, traffic counts were conducted on Wednesday June 2, 2010 at the intersection of Route 7 and City Center Boulevard and compared to traffic counts contained in the DTC study. A similar comparison was completed in the DTC traffic study which showed a 15% reduction in traffic usage at the intersection during the AM peak hour and an increase of four percent (4%) during the PM peak hour. A comparison of the new counts to the original counts completed in 2007 showed an 18% and 9% decrease during the AM and PM peak hours, respectively, and a 3% and 12% decrease during the AM and PM peak hours, respectively, when compared to the 2008 traffic counts. A summary of the count comparison is shown in Table A and the recent counts are attached.

The comparison confirms that the base traffic data used for the DTC report are within the range of the more recent traffic counts completed and therefore are still valid for analysis of future traffic conditions.

### **Background Traffic Forecasts**

Background peak hour traffic forecasts developed with the June 18, 2009 DTC study were used for this evaluation and are based on existing traffic counts and historic growth and are shown on Figure 6 for 2030 traffic conditions.

### **Total Future Traffic Forecasts**

The number of trips that would be generated by the approved and proposed DTC project was estimated based on standard ITE trip generation rates and/or equations. The trips for Condition 4 are shown in Table 3d for 2030 conditions.

These trips were assigned to the public roadway network according to the directional distributions shown in the DTC study. The resulting site generated traffic assignments are shown on Figure 10d attached.

The site generated traffic assignments shown on Figure 10d were added to future background traffic volumes shown on Figure 6 to yield total future traffic forecasts shown on Figure 14d. These forecasts are provided for the AM peak hour, PM peak hour, and daily trip forecasts.

### **Total Future Levels of Service – 2030**

Future peak hour levels of service with the proposed DTC zoning were estimated at the study intersections based on the future lane usage and traffic controls shown on

Figure 3; the total future traffic forecasts shown on Figure 14d for 2030 conditions and the Highway Capacity Manual methodology, in accordance with the FSM. The results are attached and summarized in a revised Table 5.

Assuming improvements described under 2015 conditions in the DTC report, each of the study intersections would continue to operate at acceptable levels of service during both the AM and PM peak hours with the following additional improvements:

Atlantic Boulevard/Majestic Drive - Construct/provide second eastbound left turn lane (dual lefts). Restripe westbound approach to a shared left-through lane and provide dual right turn lanes. Restripe/reconfigure southbound approach to provide dual left turn lanes, a through lane, and through-right turn lane.

Atlantic Boulevard/Lauren Sarah Court - Construct/provide separate eastbound right turn lane. Convert southbound right turn lane to a shared through-right turn lane (see Nokes Blvd Improvements).

Atlantic Boulevard/Nokes Boulevard – Extend southbound right turn lane to Lauren Sarah Court intersections. This intersection is shown to operate just above LOS “D” at a LOS “E” during the PM peak hour. It is recommended to evaluate this intersection as build-out of the area occurs to determine the need for additional improvements.

These improvements represent the incremental impacts to the area intersections based on the increase in FAR from 0.4 to 0.6.

The analysis also shows that the intersection of Route 7 (Harry Byrd Highway)/City Center Boulevard would continue to decrease in operation in 2030 as is the case with the approved or proposed zoning.

## **CONCLUSIONS**

The conclusions reach from this additional analysis are as follows:

1. The existing traffic count demonstrates that the baseline traffic data used for the DTC report and this evaluation of additional office square footage (0.4 vs. 0.6 FAR) are still valid.
2. Additional intersection improvements may be required for Atlantic Boulevard intersections to maintain an overall acceptable level of service for 2030 traffic conditions with an increase in floor area ratio (FAR) from 0.4 to 0.6.

### **Attachments:**

Table A - Existing Count Comparison

Figure 3 - Total Future Lane Use and Traffic Control \*

Figure 4 - Existing Peak Hour Traffic Counts \*

Figure 6 - Background Future Traffic Forecasts\*

Table 3d - 2030 Site Trip Generation & Comparison – Condition 4

Figure 10d - Site Generated Traffic Assignments and Directional Distribution – Condition 4

Figure 14d - 2030 Total Future Peak Hour Traffic Forecasts - Condition 4

Table 5 (Revised) - 2030 Total Future Approved and Proposed LOS Summary

### **Worksheets**

Existing Traffic Count for RT 7/City Center

Condition 4 - 2030 HCM LOS reports (AM and PM)

\*Provided from June 18, 2009 DTC for reference.



Table A  
Dulles Town Center  
Count Comparison Summary

Intersection/Roadway Approach/Link	Traffic Count Volumes (AM Peak Hour/PM Peak Hour) (1)			
	2007	2008	2009	2010
Harry Byrd Highway (Route 7) & Countryside Blvd./City Center Blvd.				
Southbound	734/571	499/635	-/-	489/460
Westbound	2,288/3,409	1,503/3,354	-/-	1,573/2,911
Northbound	165/543	273/691	-/-	272/539
<u>Eastbound</u>	<u>3,199/2,112</u>	<u>3,141/2,185</u>	<u>-/-</u>	<u>2,934/2,159</u>
Total Intersection Volumes	6,386/6,635	5,416/6,865	-/-	5,268/6,069
Percent Change vs. 2007	-/-	-15%/+4%	-/-	-18%/-9%
Percent Change vs. 2008	-/-	-/-	-/-	-3%/-12%

Harry Byrd Highway (Route 7) Average Daily Traffic

Route 28 to Fairfax County Line (2)	73,000	71,000	69,000	-
Percent Change vs. 2007	-/-	-3%	-5%	-/-

Notes:

- (1) Peak hour traffic count data collected by Wells + Associates and Gorove/Slade on the following dates:
  - Thursday, May 31, 2007 by Wells + Associates;
  - Tuesday, June 10, 2008 by Gorove/Slade; and
  - Wednesday, June 2, 2010 by Wells + Associates.
- (2) Average Daily Traffic (ADT) data taken from annual report prepared by Virginia Department of Transportation (VDOT)

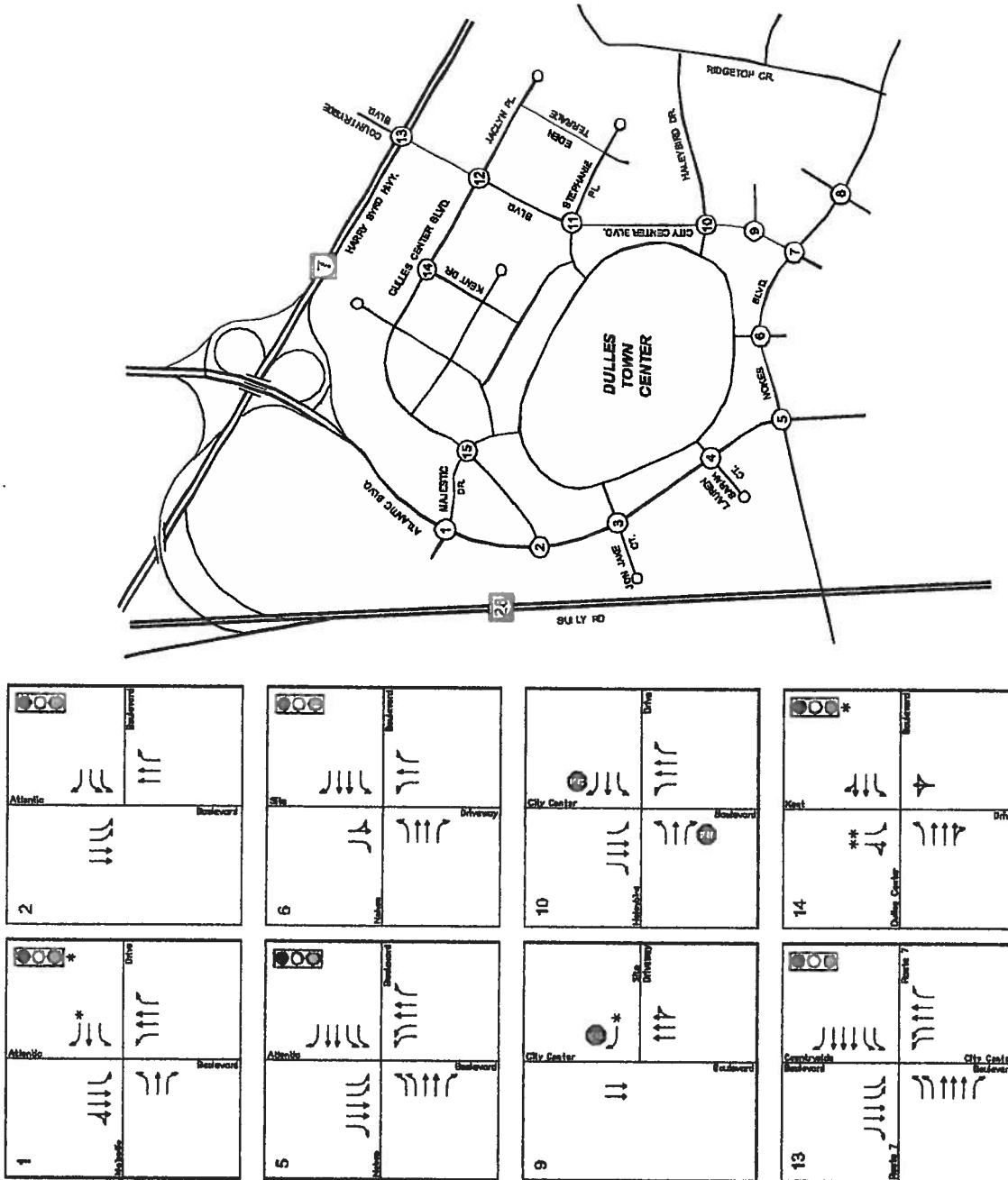


Figure 3  
Total Future Lane Use and Traffic Control

Represents One Travel Lane  
 Signalized Intersection  
 Stop Sign  
 \* Represents Total Future Improvement



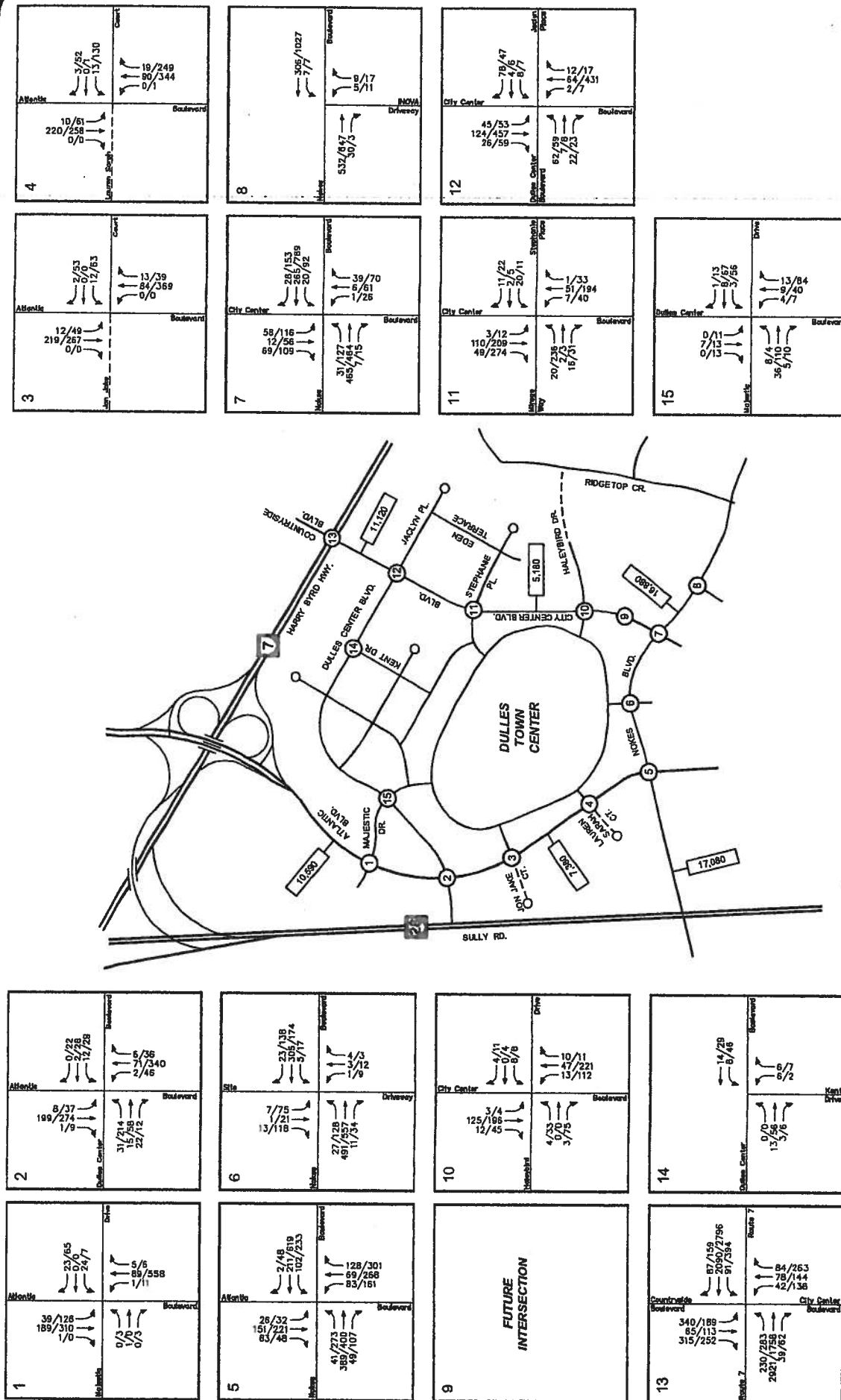


Figure 4  
Existing Peak Hour Traffic Volumes

ADT Average Daily Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000



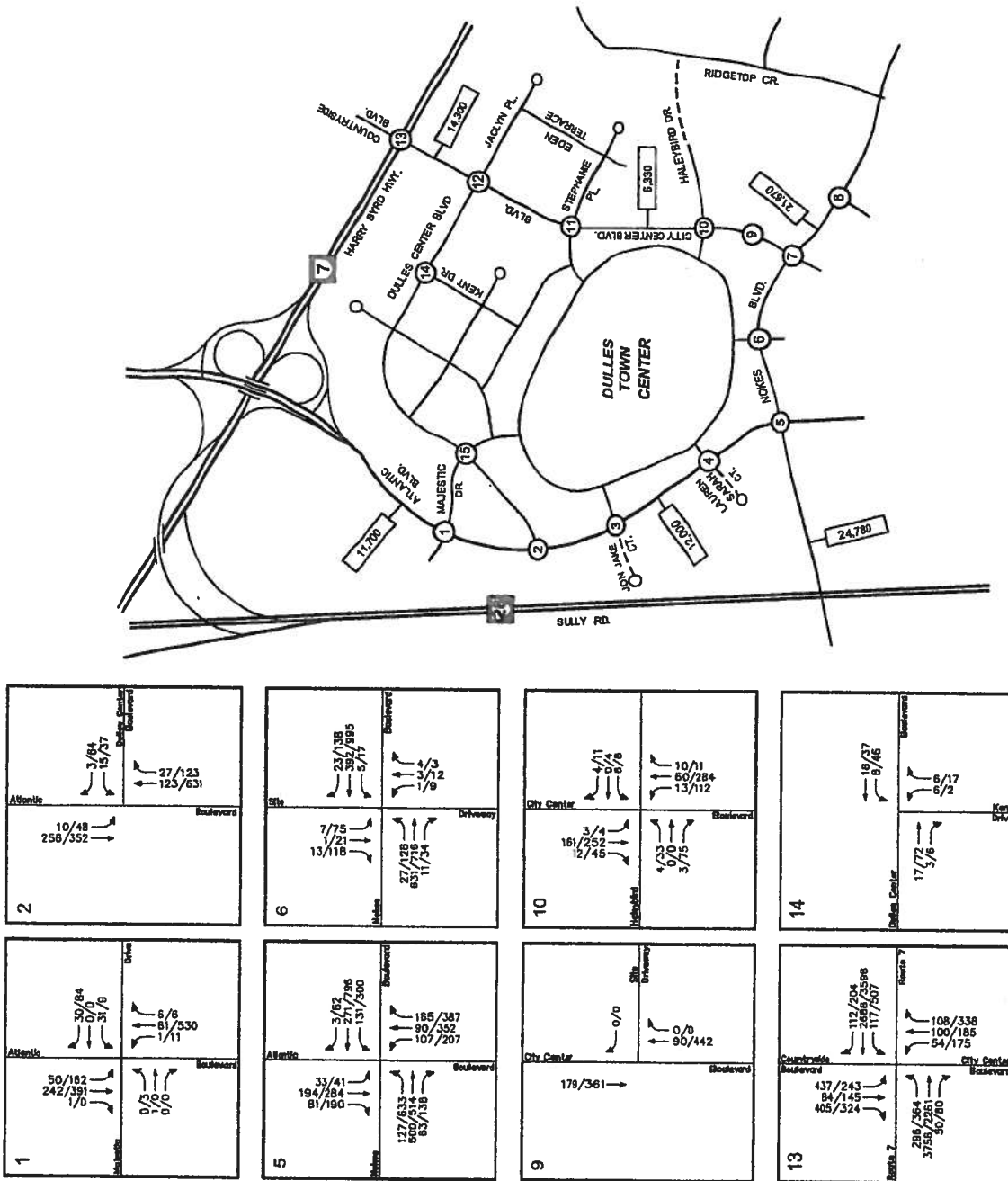


Figure 6  
Background Future Peak Hour Traffic Forecasts (2030)

North  
AM Peak Hour  
PM Peak Hour  
Average Daily Trips  
AUT  
000/000

Table 3d

## Dulles Town Center

## 2030 Site Trip Generation &amp; Comparison - Condition 4

Development	ITE <sup>1</sup> Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Traffic
				In	Out	Total	In	Out	Total	
<b>Approved</b>										
PD-OP (Office)	710	3,087,000	SF	2,453	335	2,788	598	2,922	3,520	17,769
PD-IP (51% Light Industrial)	110	810,318	SF	763	104	867	120	875	995	5,951
(49% Office)	710	778,542	SF	619	84	703	151	737	888	4,481
		4,675,860	SF	3,835	523	4,358	869	4,534	5,403	28,201
<b>Proposed - Condition 4 <sup>(2,3)</sup></b>										
General Office	710	4,790,000	SF	3,647	497	4,144	925	4,519	5,444	26,244
TDM <sup>(4)</sup>		10%		-365	0	-365	0	-452	-452	-2,624
Internal to Residential		5%		-33	-8	-41	-16	-31	-47	-1,312
Internal to Retail		15%		-17	-27	-44	-93	-94	-187	-3,121
Internal to Hotel		10%		-9	-14	-23	-11	-13	-24	-321
New Office Trips				3,223	448	3,671	805	3,929	4,734	18,865
Hotel	310	400 Rooms		137	87	224	125	111	236	3,207
		350,000	SF							
Internal to Office		10%		-14	-9	-23	-13	-11	-24	-321
Internal to Retail		15%		-14	-9	-23	-13	-11	-24	-481
New Hotel Trips				109	69	178	99	89	188	2,405
Multifamily	220	1,675	DU	165	659	824	610	329	939	10,217
TDM <sup>(4)</sup>		5%		0	-33	-33	-31	0	-31	-511
Internal to Office		5%		-8	-33	-41	-31	-16	-47	-511
Internal to Retail		5%/10%/15%		-8	-13	-21	-61	-33	-94	-1,533
New Residential Trips				149	580	729	488	280	768	7,663
Retail	820	560,000	SF	268	172	440	937	1,015	1,952	20,809
Internal to Office		15%		-27	-17	-44	-94	-93	-187	-3,121
Internal to Residential		5%/10%/15%		-13	-8	-21	-33	-61	-94	-1,533
Internal to Hotel		15%		-9	-14	-23	-11	-13	-24	-481
Retail Subtotal				219	133	352	799	848	1,647	15,674
Pass-by Trips <sup>(5)</sup>		15%		-33	-20	-53	-120	-127	-247	-2,351
New Retail Trips				186	113	299	679	721	1,400	13,323
Fire & Rescue		17,000	SF	0	0	0	0	0	0	0
<b>Total Proposed New Trips</b>		<b>5,717,000 SF</b>		<b>3,667</b>	<b>1,210</b>	<b>4,878</b>	<b>2,071</b>	<b>5,019</b>	<b>7,090</b>	<b>42,256</b>
Proposed vs. Approved				-168	688	520	1,202	484	1,686	14,055
Percent Proposed vs Approved						12%			31%	50%

Notes: 1) Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition.

2) Internal Capture assumed with proposed mixed uses only. Additional internal capture anticipated with surrounding uses (i.e. DTC Mall @ 1.2 M s.f.).

3) Parc Dulles II existing use consists of 593,485 total square feet of PD-IP development.

4) Transit/ Transportation Demand Management (TDM) reduction applied to peak hour for residential and office uses only.

5) Pass-by rate permitted by VDOT, ITE studies may show higher capture.

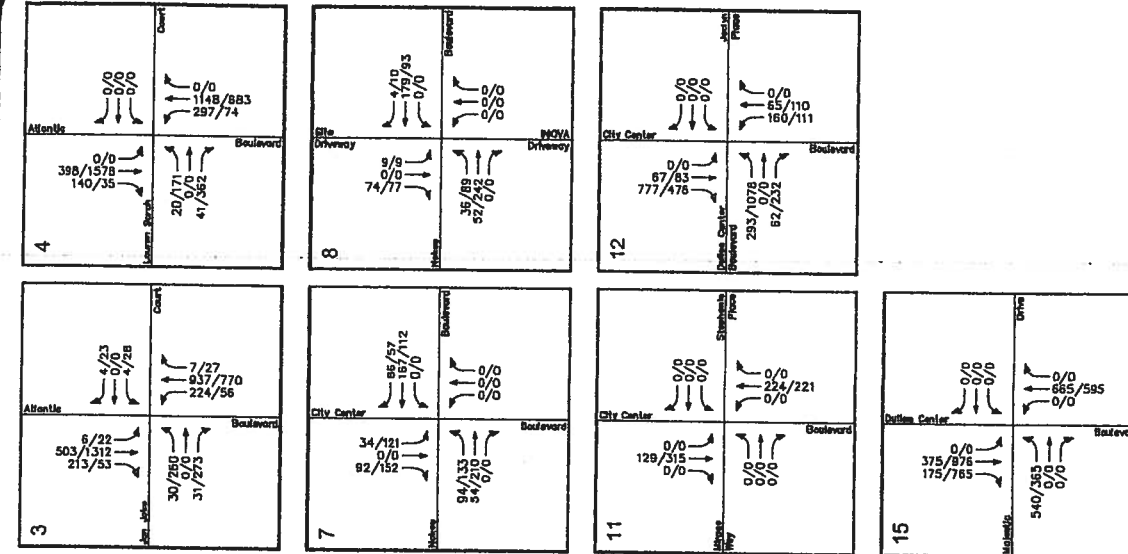
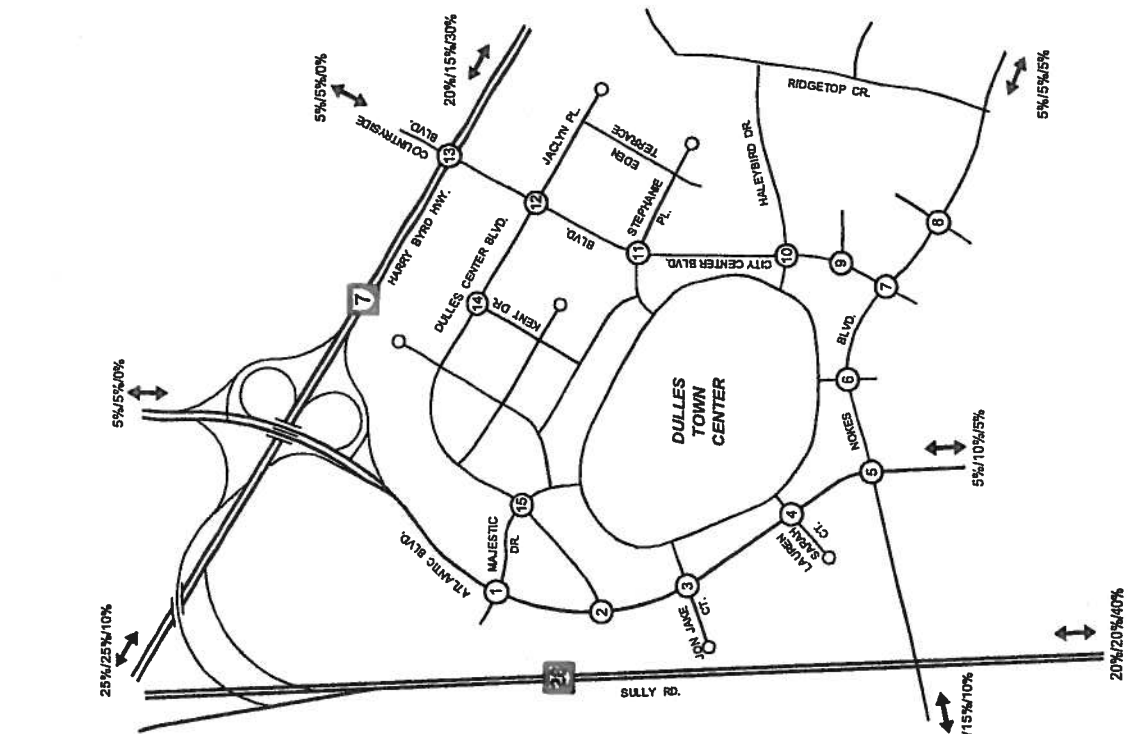
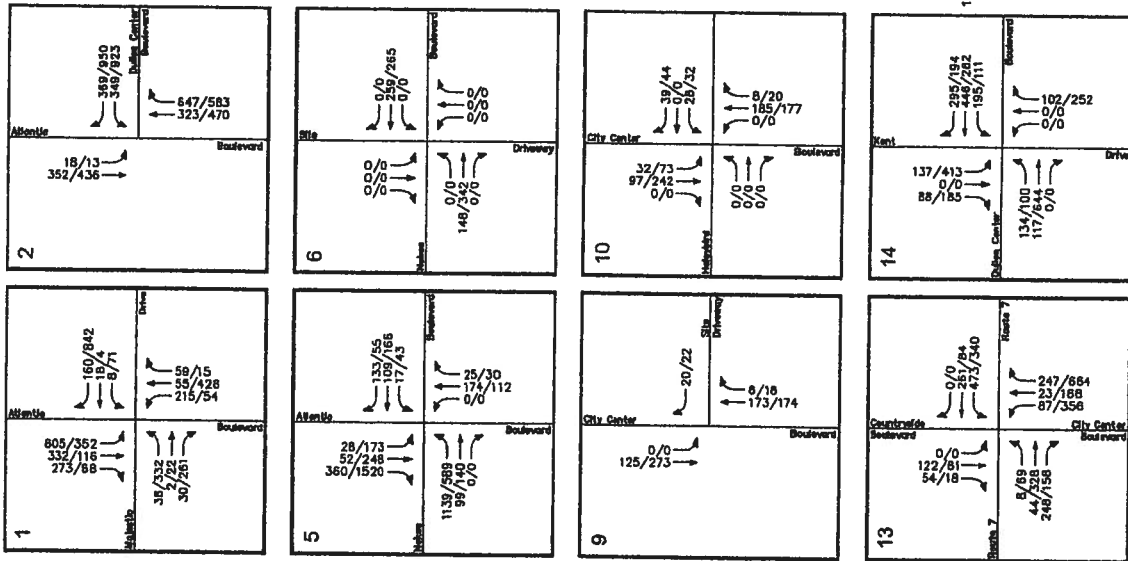
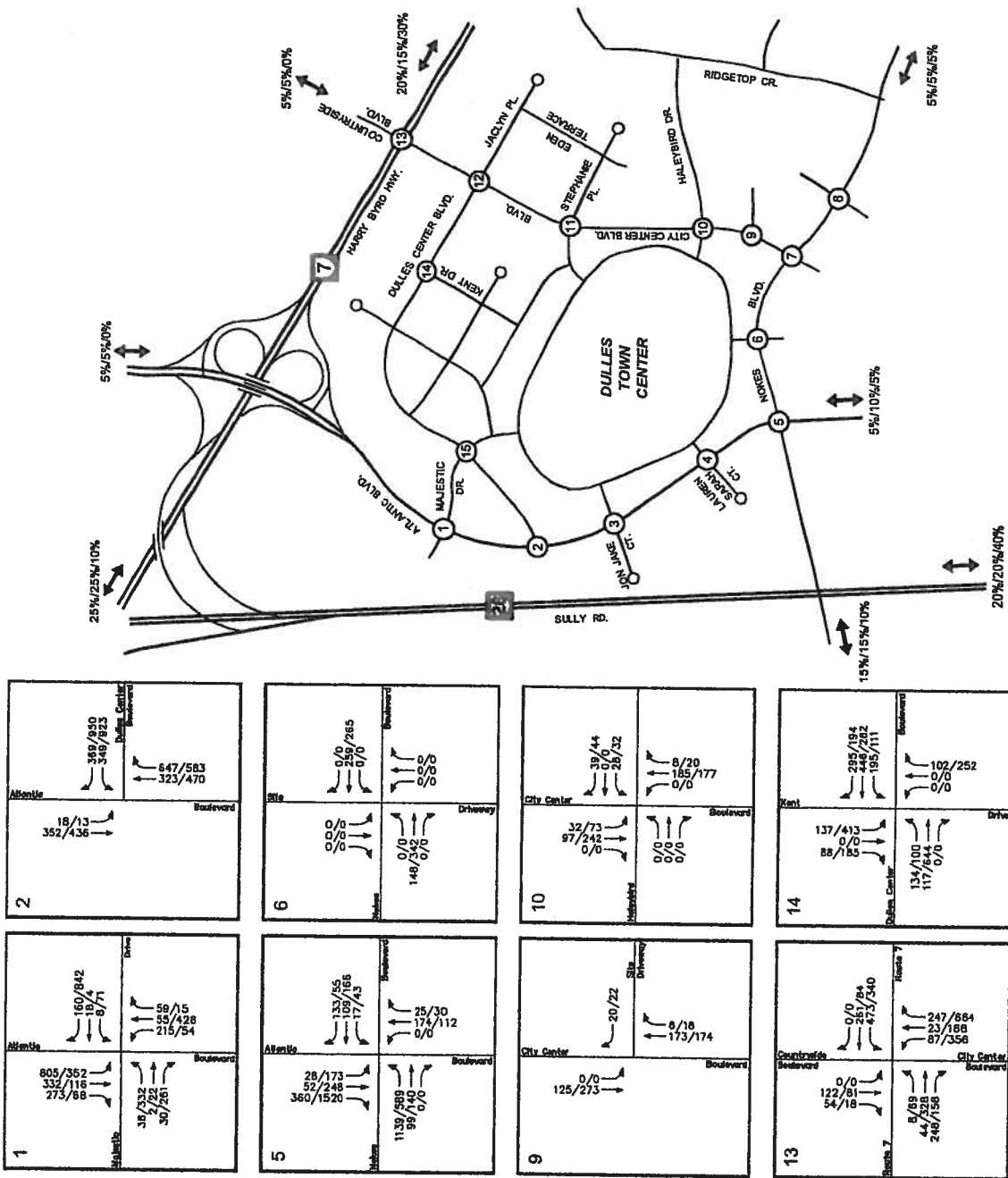


Figure 10d  
Site-Generated Traffic Assignments and Directional Distribution - Condition 4  
(2030)

North  
AM PEAK HOUR  
PM PEAK HOUR  
000/000

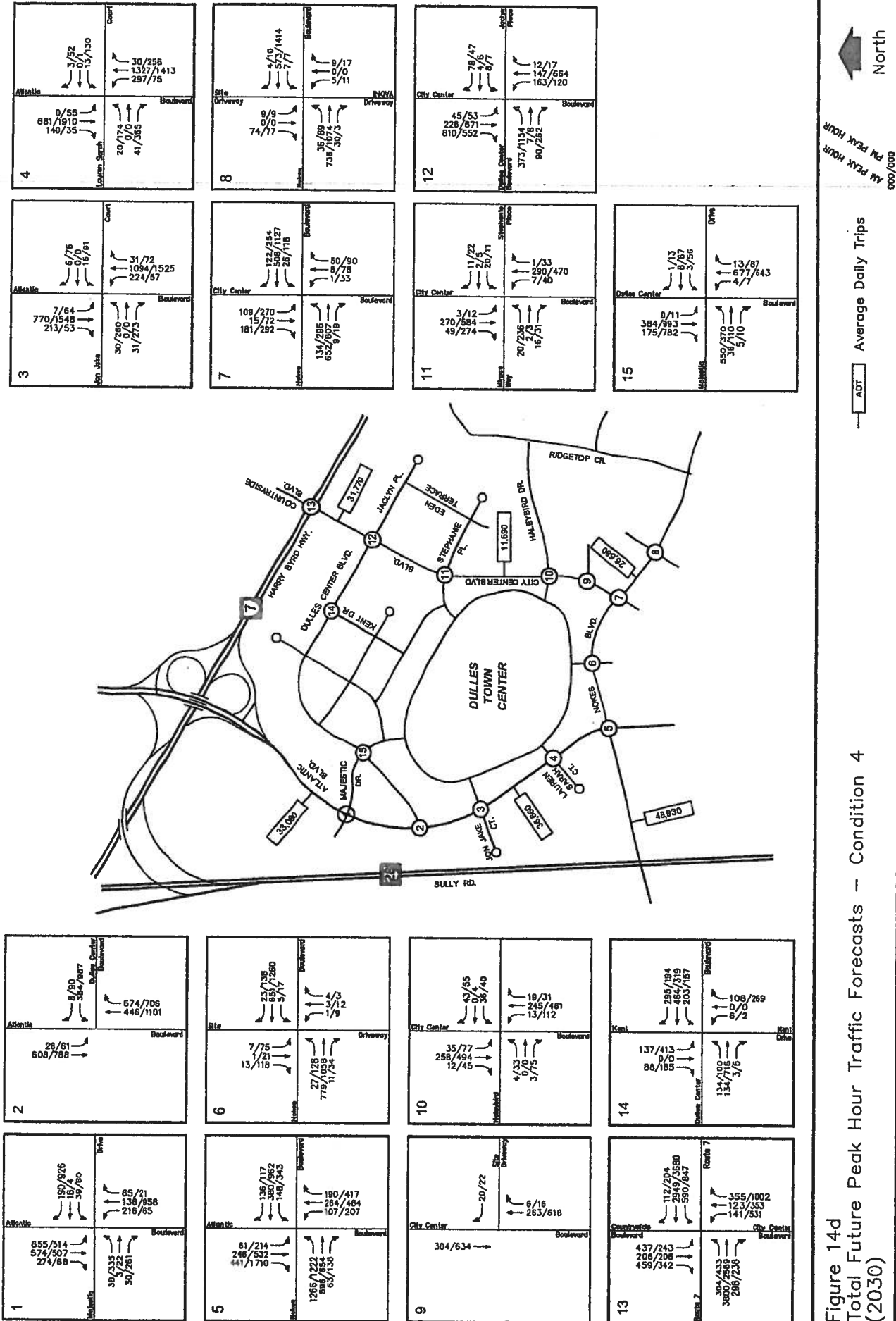


Figure 14d  
Total Future Peak Hour Traffic Forecasts - Condition 4  
(2030)

Table 5 (Revised)

Dulles Town Center

2030 Total Future Approved & Proposed Intersection Levels of Service Summary<sup>(1,2,3)</sup>

Intersection	Operating Condition	Approach	2030 Approved		2030 - Condition 1		2030 - Condition 2		2030 - Condition 3		2030 - Condition 4		2030 - Condition 4 (IMP)	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Atlantic Boulevard/ Majestic Drive - with signalization	SIGNAL	EBL	C (21.4)	E (60.4)	C (20.9)	F (135.3)	C (20.9)	F (93.4)	C (20.7)	D (41.4)	C (21.3)	F (98.7)	C (21.0)	E (70.4)
		EBT	C (20.1)	C (28.8)	B (19.4)	C (27.4)	B (19.4)	C (25.4)	B (19.4)	C (24.0)	B (19.9)	C (24.1)	C (20.4)	C (29.5)
		EBR	B (14.9)	C (25.1)	B (12.1)	C (24.4)	B (12.2)	C (22.8)	B (14.3)	C (22.2)	B (12.4)	C (23.2)	B (11.8)	C (25.5)
		WBL	C (22.7)	C (30.4)	C (20.9)	C (28.8)	C (20.8)	C (26.7)	C (22.0)	C (27.3)	C (21.2)	C (27.8)	-	-
		WBLT	-	-	-	-	-	-	-	-	-	-	C (24.4)	E (78.4)
		WBT	C (20.4)	C (28.4)	C (20.1)	C (27.3)	C (20.1)	C (25.3)	B (19.8)	C (25.8)	C (20.5)	C (25.8)	-	-
		WBR	A (8.7)	C (28.7)	A (7.8)	D (40.9)	A (7.8)	C (24.0)	A (9.1)	C (22.2)	A (7.8)	D (42.7)	B (12.1)	D (47.3)
		NBL	B (10.5)	B (17.2)	A (9.2)	C (23.0)	A (9.3)	C (21.9)	A (8.1)	B (15.1)	A (9.4)	C (23.4)	A (5.5)	A (6.3)
		NBT	B (12.1)	C (23.2)	B (13.9)	D (52.1)	B (13.9)	E (42.7)	B (11.2)	C (27.5)	B (14.4)	F (134.5)	A (9.4)	C (22.0)
		NBR	B (11.7)	B (19.5)	B (13.5)	C (24.3)	B (13.5)	C (25.2)	B (10.9)	B (18.0)	B (13.9)	C (25.8)	A (9.4)	A (11.4)
		SBL	A (5.4)	B (13.1)	A (7.2)	C (24.3)	A (7.2)	C (24.7)	A (4.9)	B (11.3)	A (7.9)	C (24.5)	A (5.9)	C (31.0)
		SBR	A (7.1)	A (8.1)	A (7.8)	B (10.1)	A (7.2)	B (11.2)	A (7.1)	A (8.6)	B (10.1)	B (11.2)	B (11.3)	B (12.1)
		Overall	A (8.0)	C (24.8)	A (9.6)	D (43.7)	A (9.4)	D (48.4)	A (7.7)	C (21.4)	B (10.1)	E (42.3)	B (10.2)	C (32.6)
2. Dulles Center Boulevard/ Atlantic Boulevard	SIGNAL	WBL	B (16.7)	C (24.3)	B (13.8)	C (24.3)	B (11.9)	C (23.4)	B (14.5)	C (22.2)	B (14.8)	D (40.7)	B (14.8)	C (29.0)
		WBR	B (15.7)	B (18.1)	B (11.9)	B (19.1)	B (12.0)	B (18.9)	B (15.5)	B (17.3)	B (12.4)	C (20.4)	B (12.4)	A (9.6)
		NBT	A (4.2)	B (16.4)	A (9.5)	C (20.9)	A (9.5)	C (20.4)	A (6.1)	B (15.3)	B (10.1)	C (21.4)	B (10.1)	B (14.9)
		NBR	A (7.0)	B (12.0)	B (10.4)	B (18.0)	B (10.4)	B (17.8)	A (5.9)	B (11.3)	B (11.0)	B (18.0)	B (11.0)	A (5.8)
		SBL	C (23.0)	D (37.5)	D (40.4)	D (41.5)	D (40.5)	D (42.9)	C (22.4)	C (31.0)	C (22.3)	D (46.2)	C (22.3)	D (49.7)
		SBR	A (1.6)	A (8.8)	A (6.1)	B (12.3)	A (6.8)	B (12.2)	A (2.3)	A (8.1)	A (6.2)	B (12.4)	B (12.4)	B (14.6)
		Overall	A (4.4)	B (14.7)	B (10.1)	C (22.6)	B (10.3)	C (22.2)	A (4.5)	B (15.1)	B (10.3)	C (24.6)	B (10.3)	C (32.6)
3. Atlantic Boulevard/ Joe Jake Court - with signalization	SIGNAL	EBL	B (17.3)	C (22.5)	C (20.8)	C (27.4)	C (20.4)	C (27.4)	B (17.3)	C (20.4)	C (20.3)	C (29.3)	C (21.2)	D (27.4)
		EBTR	C (22.7)	C (30.0)	C (26.7)	D (35.5)	C (26.4)	D (35.4)	C (23.1)	C (27.4)	C (22.8)	D (30.4)	C (22.8)	D (32.1)
		WBL	C (20.5)	D (39.2)	C (20.9)	F (91.2)	C (20.8)	F (88.7)	C (25.9)	D (25.1)	C (20.7)	F (103.7)	C (20.6)	F (147.3)
		WBT	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		WBR	C (27.5)	C (33.5)	C (29.2)	D (28.4)	C (29.1)	D (28.1)	C (25.5)	C (21.3)	C (21.5)	D (35.3)	C (21.5)	D (34.8)
		NBL	A (4.4)	B (12.5)	A (5.3)	B (15.1)	A (5.2)	B (15.1)	A (5.1)	B (11.7)	A (7.4)	B (19.9)	A (7.4)	B (12.3)
		NBT	B (10.2)	B (17.7)	A (8.9)	B (19.4)	A (8.9)	B (18.7)	A (8.8)	B (14.9)	B (10.3)	C (24.4)	B (10.3)	A (6.2)
		NBR	A (4.0)	A (8.2)	A (5.0)	A (6.7)	A (5.0)	A (6.7)	A (5.0)	A (8.4)	A (5.2)	A (8.4)	A (5.2)	A (8.4)
		SBL	B (12.1)	B (11.4)	A (8.4)	B (15.0)	A (8.5)	B (14.4)	A (9.3)	B (10.4)	B (11.5)	B (18.2)	B (11.5)	C (20.3)
		SBR	B (15.3)	B (17.4)	B (11.5)	C (21.4)	B (11.4)	C (21.3)	B (11.8)	B (14.5)	B (16.3)	D (38.2)	B (14.3)	B (19.4)
		Overall	B (11.2)	A (19.1)	A (13.2)	A (12.4)	A (13.2)	A (13.2)	A (13.2)	A (13.2)	A (13.2)	A (13.2)	A (13.2)	A (13.2)
4. Atlantic Boulevard/ Lauren Sarah Court - with signalization	SIGNAL	EBL	B (17.9)	C (23.9)	C (21.7)	C (27.2)	C (21.4)	C (27.1)	B (17.0)	C (21.4)	C (21.3)	C (29.4)	C (21.9)	C (26.9)
		EBTR	C (23.5)	F (100.7)	C (27.4)	D (47.1)	C (27.1)	D (47.4)	C (22.5)	D (40.2)	C (22.7)	F (201.7)	A (0.0)	A (0.0)
		WBL	C (29.0)	C (31.9)	C (27.7)	D (38.5)	C (28.2)	D (38.4)	C (27.7)	C (29.9)	C (30.0)	E (64.7)	C (25.5)	D (40.4)
		WBT	A (0.0)	D (35.7)	A (0.0)	D (40.5)	A (0.0)	D (40.5)	A (0.0)	C (34.0)	A (0.0)	D (46.5)	A (0.0)	D (40.4)
		WBR	C (24.5)	C (32.3)	C (29.3)	D (37.0)	C (29.0)	D (36.9)	C (25.5)	C (30.4)	C (30.7)	D (41.8)	C (24.7)	D (40.4)
		NBL	A (5.3)	B (16.7)	A (4.9)	C (21.4)	A (4.8)	C (21.4)	A (5.3)	B (15.9)	A (8.6)	C (24.0)	A (7.9)	C (26.5)
		NBT	A (9.9)	B (16.4)	A (8.8)	C (20.5)	A (9.0)	B (19.9)	A (9.7)	B (17.4)	B (11.0)	B (19.9)	B (11.2)	C (29.7)
		NBR	A (5.4)	A (7.9)	A (4.4)	A (7.2)	A (4.4)	A (7.2)	A (5.0)	A (8.3)	A (4.0)	A (7.0)	A (5.0)	B (11.0)
		SBL	A (0.0)	B (11.4)	A (0.0)	B (15.7)	A (0.0)	B (15.7)	A (0.0)	B (11.7)	A (0.0)	B (15.7)	A (0.0)	C (24.0)
		SBR	B (12.4)	C (22.7)	B (11.6)	D (39.4)	B (11.4)	D (39.7)	B (10.9)	C (21.7)	B (13.0)	E (69.5)	-	-
		Overall	B (10.1)	C (27.1)	A (9.4)	C (20.1)	A (9.4)	C (20.1)	A (9.5)	C (20.9)	B (11.3)	E (67.5)	B (12.5)	C (24.4)
5. Nokes Boulevard/ Atlantic Boulevard	SIGNAL	EBL	D (46.5)	E (55.4)	D (47.4)	E (71.4)	D (47.4)	F (82.5)	D (47.8)	E (53.3)	D (49.5)	F (94.2)	D (37.4)	F (100.9)
		EBT	B (15.6)	C (22.9)	B (14.0)	C (21.0)	B (15.9)	C (22.4)	B (15.5)	C (22.4)	B (15.6)	C (22.4)	B (15.6)	C (24.9)
		EBR	B (12.0)	B (19.8)	B (12.6)	B (18.2)	B (13.3)	B (19.1)	B (12.8)	B (19.5)	B (13.3)	B (19.1)	B (10.7)	C (22.4)
		WBL	E (41.7)	E (60.8)	F (40.7)	E (60.8)	E (41.3)	E (61.3)	E (41.0)	E (63.4)	E (41.2)	E (67.0)	E (47.0)	D (52.4)
		WBT	D (37.9)	E (56.5)	D (40.3)	E (63.7)	D (42.7)	D (54.1)	D (34.0)	D (47.1)	D (47.3)	D (53.9)	D (49.7)	F (87.8)
		WBR	D (35.1)	C (32.2)	D (37.0)	D (36.3)	D (38.1)	D (35.3)	C (33.1)	C (31.3)	D (43.1)	D (35.4)	D (46.8)	D (37.2)
		NBL	E (45.0)	E (78.9)	E (45.0)	F (115.7)	E (45.0)	E (74.4)	E (45.0)	E (78.9)	E (45.0)	E (74.4)	E (69.2)	F (122.0)
		NBT	E (58.9)	E (58.2)	E (54.1)	E (55.2)	E (55.9)	E (61.5)	E (56.3)	E (61.9)	E (56.2)	E (61.9)	E (49.7)	D (49.7)
		NBR	D (47.3)	D (41.7)	D (45.1)	D (45.4)	D (41.4)	D (44.0)	D (42.3)	D (44.1)	D (41.3)	D (44.0)	D (46.1)	D (34.3)
		SBL	E (89.1)	F (112.3)	E (89.0)	F (154.4)	E (89.1)	F (114.3)	E (89.3)	F (101.9)	E (89.3)	F (108.7)	E (69.3)	E (67.9)
		SBR	E (43.3)	E (74.4)	E (43.0)	F (90.7)	E (41.1)	F (90.0)	E (41.3)	E (71.8)	E (41.0)	F (102.7)	E (44.4)	F (97.0)
		Overall	D (38.7)	D (44.4)	D (37.8)	D (54.7)	D (38.2)	D (52.5)	D (38.9)	D (41.1)	D (39.9)	F (94.3)	D (36.8)	E (61.1)
6. Nokes Boulevard/ Hill Entrance	SIGNAL	EBL	A (2.3)	B (12.4)	A (2.4)	B (11.7)	A (2.4)	A (8.4)	A (2.4)	A (9.1)	A (2.4)	A (8.4)	A (2.4)	A (7.7)
		EBT	A (5.3)	A (7.3)	A (5.4)	A (7.1)	A (5.1)	A (7.8)	A (5.2)	A (7.2)	A (5.1)	A (7.7)	A (5.1)	A (8.0)
		EBR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
		WBL	A (2.0)	A (4.4)	A (2.0)	A (4.9)	A (1.9)	A (5.3)	A (1.9)	A (5.3)	A (1.9)	A (5.2)	A (1.9)	A (2.5)
		WBT	A (4.5)	B (14.7)	A (4.4)	B (14.2)	A (4.9)	B (13.4)	A (4.0)	B (13.4)	A (4.9)	B (13.0)	A (4.9)	A (6.9)
		WBR	A (3.0)	A (7.4)	A (2.8)	A (7.7)	A (4.0)	A (8.2)	A (3.9)	A (8.0)	A (3.9)	A (7.9)	A (3.9)	A (11.4)
		NBL	C (21.0)	C (29.0)	C (20.6)	C (28.5)	B (20.0)	C (25.2)	C (20.1)	C (25.8)	C (20.1)	C (26.7)	C (20.1)	D (36.1)
		NBT	C (21.0)	C (29.0)	C (20.6)	C (28.4)	B (20.0)	C (25.2)	C (20.1)	C (25.7)	C (20.1)	C (26.7)	C (20.1)	D (36.0)
		NBR	C (21.0)	C (28.8)	C (20.4)	C (28.2)	B (19.9)	C (25.0)	C (20.0)	C (25.4)	C (20.1)	C (26.4)	C (20.1)	D (35.7)
		SBLT	C (21.2)	C (31.3)	C (20.8)	C (30.9)	C (20.1)	C (27.4)	C (20.2)	C (28.0)	C (20.3)	C (28.0)	C (20.3)	D (39.1)
		SBR	C (21.2)	C (30.4)	C (20.8)	C (29.8)	C (20.2)	C (26.2)	C (21.0)	C (26.8)	C (21.0)	C (27.2)	C (21.0)	D (37.0)
		Overall	A (5.3)	B (13.1)	A (5.3)	B (12.4)	A (5.3)	B (11.9)	A (5.3)	B (12.4)	A (5.3)	B (11.7)	A (5.3)	A (9.6)
7. Nokes Boulevard/ City Center Boulevard	SIGNAL	EBL	C (20.0)	E (60.1)	C (21.0)	E (65.4)	C (20.4)	E (58.4)	C (20.0)	E (57.0)	C (20.5)	E (60.4)	C (20.5)	D (46.9)
		EBT	B (14.9)	C (23.4)	B (15.7)	C (25.0)	B (15.2)	C (25.2)	C (24.9)	B (14.7)	C (25.4)	B (14.7)	C (25.4)	C (21.7)
		EBR	A (8.9)	B (14.4)	A (9.4)	B (15.4)	A (9.9)	B (15.2)	A (9.2)	B (14.9)	A (9.3)	B (15.1)	A (9.3)	A (9.2)
		WBL	D (24.5)	E (56.5)	D (37.1)	E (59.1)	D (35.8)	D (57.0)	C (34.4)	D (52.7)	D (53.4)	C (34.7)	D (53.4)	D (43.1)
		WBT	B (18.7)	C (30.0)	B (19.1)	C (31.2)	B (18.7)	C (29.5)	B (18.2)	C (29.3)	B (18.1)	C (29.4)	B (18.1)	C (23.4)
		WBR	B (11.3)	A (9.7)	B (11.4)	B (11.1)	B (10.9)	B (10.7)	B (10.4)	B (10.4)	B (10.3)	B (10.7)	B (10.3)	A (8.9)
		NBL	D (36.8)	E (63.7)	D (37.5)	E (64.4)	D (34.1)	E (60.1)	C (34.0)	E (59.7)	D (35.1)	E (60.4)	D (35.1)	D (46.5)
		NBTR	C (29.4)	E (67.9)	C (29.0)	E (60.4)	C (27.8)	E (61.1)	C (27.7)	E (59.9)	C (28.0)	E (61.4)	C (28.0)	D (39.4)
		SBL	C (31.5)	E (55.0)	C (34.0)	E (57.7)	C (31.8)	E (51.7)	C (31.4)	D (51.5)	C (31.8)	D (52.0)	C (31.8)	D (47.3)
		SBLT	C (25.4)	D (43.0)	C (24.4)	D (37.0)	C (23.7)	D (39.8)	C (23.8)	D (40.1)	C (23.8)	D (40.1)	C (23.8)	C (21.7)
		SBR	B (15.3)	C (24.4)	B (15.2)	C (24.1)	B (14.6)	C (23.7)	B (15.8)	C (23.2)	B (14.2)	C (23.8)	B (14.2)	C (23.1)
		Overall	B (19.0)	D (35.1)	B (19.4)	D (35.8)	B (19.0)	C (24.1)	B (18.3)	C (23.7)	B (18.4)	C (24.5)	B (18.4)	C (27.4)

Note: 1. Based on Highway Capacity Manual (HCM) analysis prepared by SynchroSimTraffic version 7.0

2. Numbers in parenthesis ( ) represent delay at signalized intersections in seconds per vehicle.

3. Numbers in brackets [ ] represent delay at stop controlled intersections in seconds per vehicle.

(\*) indicates average delay exceeds 999 seconds per vehicle



Table 5 (Revised) cont.

## Dulles Town Center

2030 Total Future Approved & Proposed Intersection Levels of Service Summary<sup>(1,3)</sup>

Intersection	Operating Condition	Approach	2030 Approved		2030 - Condition 1		2030 - Condition 2		2030 - Condition 3		2030 - Condition 4		2030 - Condition 4 (H/P)	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
8. Nokes Boulevard/ INOVA Driveway - with signalization	SIGNAL	EBL	A (4.1)	A (7.1)	A (5.3)	A (6.0)	A (5.3)	B (10.6)	A (4.3)	C (2.9)	A (4.1)	B (11.3)	A (4.1)	C (21.0)
		EBT	A (4.6)	A (7.5)	A (4.9)	A (6.4)	A (5.2)	A (4.0)	A (5.1)	A (2.9)	A (5.0)	A (3.9)	A (5.0)	A (5.0)
		EBR	A (3.5)	A (4.9)	A (3.5)	A (4.3)	A (3.9)	A (2.6)	A (2.9)	A (2.9)	A (2.9)	A (2.5)	A (3.9)	A (0.5)
		WBL	A (3.5)	A (5.1)	A (3.7)	A (4.9)	A (3.9)	A (2.7)	A (2.9)	A (2.6)	A (2.6)	A (2.4)	A (3.9)	A (5.7)
		WBT	A (4.1)	A (9.7)	A (4.6)	A (8.9)	A (4.9)	A (5.3)	A (4.8)	A (4.7)	A (4.7)	A (4.9)	A (4.7)	B (10.4)
		WBR	A (3.5)	A (4.9)	A (3.6)	A (4.3)	A (3.9)	A (2.6)	A (2.9)	A (2.6)	A (2.6)	A (2.5)	A (3.7)	A (5.5)
		NBLTR	A (8.9)	B (13.7)	A (8.1)	B (14.4)	A (7.6)	B (16.4)	A (7.6)	C (21.0)	A (8.1)	B (17.7)	A (8.1)	C (28.5)
		SBLTR	A (8.9)	B (13.7)	A (8.1)	B (14.4)	A (7.6)	B (16.4)	A (7.6)	C (21.0)	A (8.1)	B (17.7)	A (8.1)	C (28.5)
		Overall	A (4.8)	A (9.8)	A (4.8)	A (8.6)	A (5.1)	A (5.5)	A (5.1)	A (4.2)	A (5.0)	A (5.2)	A (5.0)	A (9.4)
9. City Center Boulevard/ Site Driveway	STOP	WBR	A (9.1)	A (10.0)	A (9.0)	B (10.1)	A (8.9)	A (9.8)	A (9.0)	A (9.7)	A (8.9)	A (9.8)	A (8.9)	A (9.8)
		NBTR	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)
		SBT	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)	A (9.0)	A (10.0)
10. City Center Boulevard/ Hall Entrance	STOP	EBL	C (18.8)	D (25.2)	C (14.8)	C (24.8)	B (12.4)	C (24.4)	B (12.5)	D (27.4)	B (12.5)	C (24.7)	B (12.5)	C (24.8)
		EBT	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)
		EBR	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)
		WBL	C (18.8)	D (25.2)	C (14.8)	D (24.7)	B (12.5)	D (25.1)	B (12.5)	D (29.9)	B (12.5)	D (25.4)	B (12.5)	D (25.7)
		WBT	A (9.0)	C (22.0)	A (9.0)	C (22.6)	A (9.0)	C (24.1)	A (9.0)	D (25.4)	A (9.0)	C (24.3)	A (9.0)	C (24.4)
		WBR	A (9.2)	B (11.3)	A (9.1)	B (11.2)	A (9.1)	B (10.1)	A (9.1)	B (10.1)	A (9.1)	B (10.2)	A (9.1)	B (10.2)
		NBL	A (7.8)	A (9.0)	A (7.8)	A (9.0)	A (7.8)	A (9.0)	A (7.8)	A (9.0)	A (7.8)	A (9.0)	A (7.8)	A (9.0)
		NBT	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)
		NBR	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)
		SBL	A (8.7)	A (8.4)	A (8.4)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)	A (8.7)
		SBT	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)
		SBR	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)	A (9.0)
11. City Center Boulevard/ Hedge Way	SIGNAL	EBL	C (25.1)	C (24.2)	C (25.1)	C (24.2)	C (24.8)	C (24.6)	C (24.8)	C (24.6)	C (24.8)	C (24.6)	C (24.8)	C (24.6)
		EBLT	C (24.1)	C (23.2)	C (24.1)	C (23.2)	C (23.8)	C (23.6)	C (23.8)	C (23.6)	C (23.8)	C (23.6)	C (23.8)	C (23.6)
		EBR	C (21.5)	B (17.9)	C (21.5)	B (17.9)	C (21.1)	B (18.3)	C (21.1)	B (18.3)	C (21.1)	B (18.3)	C (21.1)	B (18.3)
		WBL	C (24.1)	C (28.3)	C (24.1)	C (28.3)	C (23.8)	C (28.2)	C (23.8)	C (28.8)	C (23.8)	C (28.2)	C (23.8)	C (28.5)
		WBLT	C (24.1)	C (28.3)	C (24.1)	C (28.4)	C (23.8)	C (28.8)	C (23.8)	C (28.8)	C (23.8)	C (28.8)	C (23.8)	C (28.4)
		WBR	B (19.8)	C (24.1)	B (19.8)	C (24.2)	B (19.5)	C (24.5)	B (19.5)	C (24.4)	B (19.5)	C (24.5)	B (19.5)	C (24.9)
		NBL	A (5.7)	A (9.3)	A (5.7)	A (9.3)	A (5.7)	A (9.3)	A (5.7)	A (9.3)	A (5.7)	A (9.3)	A (5.7)	A (9.2)
		NBLTR	A (8.7)	B (13.7)	A (8.1)	B (13.7)	A (8.3)	B (13.3)	A (8.3)	B (13.1)	A (8.3)	B (13.2)	A (8.3)	B (13.1)
		SBL	A (4.9)	A (9.5)	A (4.8)	A (9.4)	A (4.9)	A (9.4)	A (4.9)	A (9.4)	A (4.9)	A (9.4)	A (4.9)	A (9.3)
		SBT	A (8.9)	B (15.7)	A (8.9)	B (15.7)	A (8.5)	B (15.8)	A (8.5)	B (15.9)	A (8.5)	B (15.8)	A (8.5)	B (15.7)
		SBR	A (7.8)	B (14.1)	A (7.8)	B (14.1)	A (7.8)	B (14.0)	A (7.8)	B (14.0)	A (7.8)	B (14.0)	A (7.8)	B (14.0)
		Overall	A (9.7)	B (15.9)	A (9.7)	B (15.9)	A (9.8)	B (14.0)	A (9.8)	B (14.1)	A (9.8)	B (14.0)	A (9.8)	B (15.9)
12. City Center Boulevard/ Dulles Center Boulevard	SIGNAL	EBL	D (43.8)	D (41.3)	D (39.1)	D (47.9)	C (33.8)	D (48.7)	C (33.8)	D (43.8)	D (35.2)	D (58.1)	D (35.2)	E (55.2)
		EBLT	D (42.9)	D (42.9)	D (39.0)	D (49.1)	C (33.7)	D (50.0)	C (33.7)	D (43.8)	D (35.1)	D (51.4)	D (35.1)	E (57.2)
		EBR	C (23.8)	B (18.5)	B (19.7)	B (19.8)	B (16.5)	C (20.2)	B (17.4)	B (16.4)	C (20.3)	B (17.4)	B (17.4)	B (17.9)
		WBL	D (43.2)	E (61.2)	D (42.7)	E (60.1)	D (37.4)	E (63.6)	C (24.5)	E (57.1)	D (38.8)	E (62.7)	D (38.8)	D (53.0)
		WBLT	D (43.3)	E (61.3)	D (42.8)	E (60.2)	D (37.4)	E (63.6)	C (24.5)	E (57.1)	D (38.8)	E (62.7)	D (38.8)	D (53.0)
		WBR	C (24.9)	D (53.5)	C (24.5)	E (55.3)	C (28.2)	E (55.4)	C (26.4)	D (49.2)	C (29.6)	E (55.6)	C (29.6)	D (45.1)
		NBL	C (21.2)	C (28.9)	B (14.2)	D (38.6)	B (14.5)	D (37.7)	B (14.4)	D (42.2)	B (14.3)	D (38.1)	B (14.3)	C (28.4)
		NBT	B (12.3)	D (47.3)	B (14.1)	D (42.3)	B (17.4)	D (39.1)	B (14.7)	D (42.2)	B (17.2)	D (39.2)	B (17.2)	D (35.2)
		NBR	B (11.9)	C (22.5)	B (15.8)	C (31.1)	B (14.8)	C (20.9)	B (14.1)	C (22.0)	B (16.5)	C (30.8)	B (16.5)	C (27.4)
		SBL	B (12.2)	C (20.9)	B (15.7)	C (29.3)	B (14.1)	C (27.8)	B (13.3)	C (28.3)	B (15.7)	C (27.8)	B (15.7)	C (24.9)
		SBTR	C (24.8)	D (61.2)	C (28.2)	D (65.5)	C (22.1)	D (65.8)	C (25.1)	D (61.0)	C (26.2)	D (61.2)	C (26.2)	D (61.2)
		Overall	C (25.8)	D (41.2)	C (28.5)	D (43.5)	C (24.9)	D (43.4)	C (22.9)	D (37.0)	C (24.1)	D (43.9)	C (24.1)	D (42.9)
13. Harry Byrd Highway (Route 7)/ City Center Boulevard	SIGNAL	EBL	F (113.8)	F (148.2)	F (115.0)	F (151.3)	F (115.0)	F (155.3)	F (113.8)	F (147.9)	F (115.5)	F (168.8)	F (115.5)	F (183.0)
		EBT	F (142.0)	D (50.5)	F (143.6)	D (53.2)	F (143.5)	D (53.3)	F (141.8)	D (50.6)	F (143.5)	D (51.4)	F (143.5)	E (63.0)
		EBR	A (9.6)	A (9.7)	A (9.6)	A (9.2)	A (9.3)	A (9.2)	A (9.6)	A (9.2)	A (9.3)	A (9.2)	A (9.3)	A (9.2)
		WBL	F (449.4)	F (168.9)	F (449.9)	F (397.8)	F (363.4)	F (329.7)	F (325.5)	F (311.7)	F (196.8)	F (349.3)	F (349.3)	F (243.9)
		WBT	D (59.2)	F (168.9)	D (46.2)	F (172.4)	D (46.2)	F (172.4)	D (39.3)	F (168.0)	D (43.2)	F (174.8)	D (43.2)	F (158.7)
		WBR	A (5.5)	B (11.0)	A (5.5)	B (11.0)	A (5.5)	B (11.0)	A (5.5)	B (11.0)	A (5.5)	B (11.0)	A (5.5)	A (8.2)
		NBL	F (105.8)	F (105.5)	F (115.3)	F (125.9)	F (138.1)	F (167.0)	F (107.0)	F (107.0)	F (132.1)	F (246.5)	F (132.1)	F (227.6)
		NBT	F (95.4)	F (92.5)	F (96.4)	F (93.0)	F (95.9)	F (96.4)	F (95.0)	F (95.4)	F (91.1)	F (94.3)	F (91.1)	F (99.6)
		NBR	A (9.2)	A (2.4)	A (9.3)	A (2.7)	A (9.4)	A (2.3)	A (9.2)	A (1.7)	A (9.4)	A (2.5)	A (9.4)	A (2.5)
		SBL	F (163.2)	F (124.3)	F (163.3)	F (124.3)	F (163.3)	F (124.3)	F (163.3)	F (124.3)	F (163.3)	F (124.3)	F (163.3)	F (111.3)
		SBT	F (81.0)	F (88.2)	F (88.5)	F (89.7)	F (89.7)	F (89.4)	F (89.7)	F (88.3)	F (88.1)	F (94.2)	F (88.1)	F (112.4)
		SBR	E (188.8)	E (185.2)	E (185.2)	E (187.2)	E (189.2)	E (187.2)	E (183.9)	E (183.9)	E (183.9)	E (183.9)	E (183.9)	E (167.8)
		Overall	F (128.9)	F (129.2)	F (125.5)	F (132.8)	F (128.7)	F (131.5)	F (117.2)	F (117.2)	F (122.3)	F (122.3)	F (122.3)	F (121.9)
14. Dulles Center Boulevard/ Kent Drive - with signalization	SIGNAL	EBL	C (22.8)	B (17.8)	B (17.5)	B (17.6)	B (17.5)	B (17.6)	B (17.7)	B (15.5)	B (17.8)	B (17.7)	B (17.8)	B (16.0)
		EBTR	A (1.5)	C (21.8)	A (7.5)	B (18.7)	A (7.5)	B (18.6)	A (4.3)	B (18.5)	A (7.6)	B (17.7)	A (7.6)	B (17.3)
		WBL	A (1.8)	C (25.2)	A (9.0)	D (99.2)	A (9.0)	D (97.4)	A (4.7)	B (18.9)	A (9.2)	D (90.7)	A (9.2)	D (53.4)
		WBTR	A (4.2)	B (17.3)	A (8.4)	B (15.9)	A (8.4)	B (15.9)	A (5.1)	B (15.2)	A (8.3)	B (15.1)	A (8.3)	B (14.4)
		NBLTR	C (28.1)	C (29.3)	B (14.3)	D (37.9)	B (14.6)	D (38.6)	C (20.5)	C (24.5)	B (15.9)	D (43.3)	B (15.9)	D (36.5)
		SBL	C (24.6)	C (20.8)	B (10.0)	C (17.1)	B (10.1)	C (16.7)	B (14.6)	A (9.7)	C (28.0)	A (9.7)	C (27.9)	C (27.9)
		SBTR	C (22.8)	A (7.5)	A (8.2)	B (11.2)	A (8.0)	B (11.1)	B (15.5)	A (8.2)	B (15.7)	A (8.2)	B (15.7)	B (11.2)
		Overall	A (8.5)	B (19.4)	A (10.0)	A (10.0)	A (10.0)	A (10.0)	A (8.2)	A (8.2)	A (9.4)	C (23.0)	A (8.4)	C (22.4)
15. Dulles Center Boulevard/ Majestic Drive - with signalization	SIGNAL	EBLTR	A (8.1)	B (12.6)	B (10.1)	B (18.5)	B (10.0)	B (18.6)	A (7.9)	B (11.4)	B (11.0)	B (18.8)	B (11.0)	E (59.1)
		WBLTR	A (4.9)	B (11.6)	A (7.0)	B (13.9)	A (7.0)	B (14.0)	A (5.9)	B (10.6)	A (7.2)	B (14.0)	A (7.2)	C (28.8)
		NBL	A (7.9)	A (4.2)	A (7.2)	A (6.4)	A (7.0)	A (6.2)	A (7.0)	A (4.3)	A (7.8)	A (6.4)	A (7.8)	A (4.1)
		NBT	A (9.3)	A (4.4)	A (10.0)	A (7.8)	B (10.1)	A (7.4)	A (8.4)	A (4.6)	B (10.1)	A (7.8)	B (10.1)	A (5.5)
		NBR	A (7.4)	A (4.3)	A (7.7)	A (6.4)	A (7.7)	A (6.3)	A (7.0)	A (4.9)	A (7.8)	A (6.4)	A (7.8)	A (1.5)
		SBL	A (9.0)	A (4.2)	A (10.0)	A (5.3)	A (10.0)	A (4.3)	A (10.0)	A (4.3)	A (10.0)	A (6.3)	A (10.0)	A (4.3)
		SBT	A (7.9)	A (5.2)	A (8.7)	A (9.2)	A (8.8)	A (8.9)	A (7.3)	A (5.3)	A (8.9)	A (9.2)	A (8.9)	A (9.6)
		Overall	A (8.5)	A (6.4)	A (9.5)	B (18.5)	A (9.4)	B (18.3)	A (8.0)	A (4.5)	A (9.9)	B (18.6)	A (9.4)	B (17.5)

Note:

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**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** July 16, 2010

**TO:** Loudoun County Planning Commission

**FROM:** Stephen Gardner, Project Manager  
Julie Pastor, Director

**SUBJECT:** July 21, 2010 Planning Commission Work Session  
Dulles Town Center  
ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048

**BACKGROUND:**

The Planning Commission held a public hearing on this application on September 17, 2009; no members of the public spoke for or against the application. It was indicated at the meeting that further consideration of this application would be in conjunction with the Parc Dulles II (ZMAP 2002-0017, SPEX 2008-0026 & SPEX 2008-0027) application.

Discussion from the Planning Commission included questions regarding policies governing development of the Urban Center, phasing, fiscal impacts, pedestrian connectivity, and infrastructure availability. The Planning Commission requested the Applicant describe those aspects of the development that would establish a unique sense of place and distinguish Dulles Town Center from other regional projects, particularly Tysons Corners, Reston Town Center, and Bethesda Row. Additional information regarding impacts to existing public facilities, schools, and roads was also requested. To allow time for further consideration, the Planning Commission voted 8-0-1 (Brodrick – absent) to forward the application to Work Session to be combined with the Parc Dulles II application following that Public Hearing of November 19, 2009.

Revisions to the application were originally submitted in February 2010 for staff consideration. These revisions were reviewed by Staff and were the topic of informal meetings between the Applicant and individual Planning Commissioners. The current application materials were submitted on July 1, 2010. In summary, changes made to the application since the Public Hearing include the following:

1. Commitments to 5.8 acres of civic uses within the PD-OP Land Bays;
2. Increase in the building/parking setback applicable to Land Bay CC-1 along Dulles Center Boulevard and portions of Atlantic Boulevard;

**ATTACHMENT 2**

3. Enhancement of the landscape buffer associated with Land Bay CC-1 adjacent to Dulles Center Boulevard and portions of Atlantic Boulevard;
4. Enhancement of the landscape buffer associated with Land Bay TC-3 adjacent to City Center Boulevard;
5. Additional architectural design standards and provisions for a continuous building and/or landscape wall for Land Bay CC-1 along Dulles Center Boulevard;
6. Additional architectural design standards for structured parking both within the Proffers and the Design Guidelines;
7. Specification of minimum heights for office buildings and a minimum Floor Area Ratio (FAR) for Land Bay TC-1;
8. Reduction in the provisions for use transfers between TC land bays;
9. Design standards for a Covered Amphitheater, proposed as a civic amenity in the existing Hadley's Park;
10. Inclusion of a modification to Section 4-205(C)(2) to eliminate the one hundred (100) foot yard adjacent to the PD-TC District;

#### **ISSUE STATUS:**

The following issues were identified by staff as outstanding at the Public Hearing. A current status of each is included in bold type face.

1. **The percentage of public and civic uses proposed for both the TC and the OP Land Bays are not in conformance with that anticipated by the Land Use Mix noted in the Revised General Plan for the Urban Center and areas designated Keynote Employment.** The Revised General Plan anticipates ten (10) percent of the land area within the Urban Center and five (5) percent of the land area for parcels designated as suitable for Keynote Employment will be reserved for public and civic uses. The Revised 1993 Zoning Ordinance reiterates the ten (10) percent requirement within the PD-TC district regulations. A modification (Modification 14) to reduce this percentage to six (6) percent is inconsistent with the anticipated land use mix and cannot be supported. In addition, the Applicant has included the land area of uses within the six (6) percent which do not meet the definition of civic as noted within the Plan or the Ordinance, including the civic plaza, the commuter parking lot, and an existing tot lot located in Hadley's Park. Uses that do meet the definition of civic include the mass transit facility, a community center in Land Bay TC-3, a covered amphitheater proposed in Hadley's Park, and a public safety facility. As justification for the reduction in civic space, the Applicant has stated that acreage proposed as public parks and open space exceed that anticipated by the Plan (i.e. 15-percent has been provided versus the 10-percent anticipated). Collectively, twenty-one (21) percent of the total land area has been dedicated to either public and civic uses or public parks and open space.

Conversely, note 9 on Sheet 11 of the Concept Development Plan states 5.8 acres will be reserved within Land Bays OP-1, OP-2, and OP-3 for civic uses to include acreage designated as a commuter parking lot as well as outdoor public plazas and/or public gathering spaces inside buildings. The 5.8 acres, approximately five (5) percent of the total 110 acres subject to the Keynote Employment designation, is consistent with the Plan. However, as previously noted, a commuter parking lot cannot be classified as civic; plazas and gathering spaces can be classified as civic.

**Issue Status: Unresolved. The percentage of civic uses within the Urban Center, reduced by Modification 14 to six (6) percent, is inconsistent with that anticipated by both the Revised General Plan and the Revised 1993 Zoning Ordinance and includes uses that do not meet the definition of the latter. The land area designated for civic uses in the Keynote Employment PD-OP Land Bays is consistent with the percentage anticipated by the Plan but, again, includes uses that are not consistent with the definition.**

2. **Land Bay CC-1 is not in conformance with the Destination Retail policies.** Changes applicable to Land Bay CC-1 include: 1) Enhancement of the landscape buffer along Dulles Center Boulevard and Atlantic Boulevard to include additional understory and overstory plantings; 2) Elaboration of the design guidelines to provide additional specificity regarding streetscapes and building design; 3) A commitment that a minimum of seventy (70) percent of the Dulles Center Boulevard frontage will consist of either a building or landscape wall; and 4) An increase in the building and parking setback along Dulles Center Boulevard and portions of Atlantic Boulevard to thirty-five (35) feet, previously modified to twenty-five (25) feet. Though these commitments provide additional detail regarding design, architecture, and landscaping, limited assurances have been provided that the intent of destination retail (i.e. retail centers ranging from 250,000 to 1.5 million square feet or free-standing retail larger than 50,000 square feet) will be realized, and as such, the application fails to conform to the policies as noted in the Countywide Retail Policy Plan Amendment. **Issue Status: Unresolved.**
3. **A single use residential Land Bay (i.e. TC-3) adjacent to Route 7 is not consistent with the Plan's vision for a mixed-use, vertically integrated community.** Staff had indicated Land Bay TC-3 may be reasonable to ensure compatibility with existing residential communities, provided a commitment is made to an urban design, vertical integration is provided elsewhere in the Urban Center, and a minimum Floor Area Ratio (FAR) is included in the Proffers for Land Bay TC-1. The issue of minimum FAR was indicated as outstanding at the Public Hearing. However, Proffer I.D.1. has since been revised to include a commitment to a 0.5 FAR in Land Bay TC-1. **Issue Status: Resolved.**
4. **A commitment to a minimum non-residential Floor Area Ratio (FAR) in TC-1 and reiterate commitments to minimum building heights in the Proffer**

**Statement.** Proffer I.D.1. provides for a minimum FAR of 0.5 in Land Bay TC-1 at full build-out, and Proffer I.D.4. notes that all office buildings in the PD-OP and PD-TC zoning districts, exclusive of the NRU-CFC parcel, will be constructed to a minimum of four (4) stories. **Issue Status: Resolved.**

5. **Phasing commitments should be revised to note that any residential units permitted in vertically integrated buildings above the original 650 units are contingent upon a minimum of 500,000 square feet of non-residential in the PD-TC districts only.** The Proffers continue to allow additional residential uses above the 650 maximum permitted with the development of 500,000 square feet of employment uses in either the PD-OP or PD-TC districts. The incentive for additional residential units is intended to encourage additional vertical integration within the Urban Center but should not be at the expense of maintaining a mix of uses. Specifying that 500,000 square feet of employment uses will be realized in the PD-TC district before additional residential units are permitted ensures this mix is maintained. **Issue Status: Unresolved; No Change has been made; Staff recommends the words "and/or PD-OP" be struck from the first sentence in Proffer I.E.3.**
6. **Provide a Capital Facilities Contribution consistent with the Capital Intensity Factors (CIF) adopted by the Board at their July 21, 2009 Business Meeting.** The proffered commitment to Capital facilities remains unchanged at \$23,251,920; the anticipated commitment should be \$29,222,340. The Applicant has requested the application be subject to CIF number in effect prior to July 21, 2009, stating the length of time the application has been under consideration, the numerous revisions incorporated into the plan, and staff delay in review as justification. **Issue Status: Unresolved; No Change has been made.**
7. **Credits requested to be applied against the capital facilities contribution are not consistent with Board policy. Appraisals and/or documentation quantifying the value should also be submitted.** The Applicant has requested a credit for acreage proposed to be dedicated to the County as Vestals Gap Park II and acreage proposed for the Mass Transit Facility. Vestals Gap Park II acreage is proposed to be publicly dedicated to the County; acreage associated with the Mass Transit Facility is not. In addition, the Applicant has requested that credits be applied for the construction and maintenance of commuter parking spaces provided in excess of one hundred (100) spaces and the construction costs associated with the Mass Transit Facility. Per the Capital Facilities Proffer Guidelines of the Revised General Plan, credits are applied for facilities "...dedicated to the County or to a local, state, federal or regional authority..." that "...satisfies a need identified in the County's Service Plan(s) and Levels, Capital Needs Assessment (CNA), and/or Capital Improvement Program (CIP). **Issue Status: Unresolved. Staff cannot support the proposal. These requests do not meet the definition and policy parameters for capital facilities contained in the Plan. They are not identified as capital needs and, with the exception of Vestals Gap Park II, are not proposed to be publicly**

**dedicated to the County. If the Board wishes to give the Applicant credit for any or all of these proposals, documentation quantifying the value should be submitted with accompanying justification for the identified values.**

8. **A buy-out of the residential uses located within the Route 28 tax District. *Issue Status:* Provisions for a buy-out have not been incorporated into the Proffers. **Unresolved; No Change has been made.****
9. **Provide commitments that specify the location of building entrances in relation to streets and parking decks in relation to public spaces. Expand commitments to continuous building façades and pedestrian oriented uses to include frontages along the Town Green and Civic Plaza.** Modification language applicable to Section 4-808(E), *Land Use Arrangement and Use Limitations*, has been revised to state seventy (70) percent of building frontages along the civic plaza and forty (40) percent of building frontages along the Town Green shall be occupied by pedestrian oriented uses; this language has been reiterated on Page 2-5, Block Standards, of the Design Guidelines.

In addition, proffer I.D.5. states structured parking will be consistent with the standards noted in the Design Guidelines; Pages 2-17 and 4-4 of the Design Guidelines define standards that include wrapping of structured parking with buildings, architectural integration, and the placement of pedestrian businesses on the ground floor. ***Issue Status: Resolved.***

10. **Height limitations should be included for the residential structures abutting Hadley's Park opposite the Remington Apartments.** A modification applicable to Section 4-806(B), *"Building Requirements. Building Height,"* has been amended to restrict building heights in Land Bay TC-2 fronting Kent Drive to a maximum of sixty-feet (60'). This height is consistent with that of the proximate Remington Apartments. ***Issue Status: Resolved.***
11. **Board policy anticipates residential applications will include provisions for unmet housing needs across a broad segment of the County's income spectrum from 0 – 100% Area Median Income (AMI).** The application has not been revised to provide any commitments above that required by the Revised 1993 Zoning Ordinance. Previously approved applications have included either cash contributions or reservation of housing units. ***Issue Status: Unresolved; No Change has been made.***
12. **The Proffers should include a commitment to debris removal and clean-up of the acreage proposed as Vestals Gap II Park prior to conveyance to the County.** Proffer IV.A.6.b. has been revised to state "The Owners shall ensure that the site is generally free from trash and debris upon conveyance to the County..." ***Issue Status: Resolved.***

13. **The Application should comply with the fifty-foot (50') Management Buffer adjacent to a perennial stream traversing Land Bays TC-1, TC-2, and OP-3.** The Stream Valley Plan was developed in an effort to justify a modification of the minor floor plain and a corresponding reduction in the management buffer, which would otherwise encroach into the core of the Urban Center core. Notations indicated, however, that implementation of this plan was contingent upon the approval of both this application and Parc Dulles II (ZMAP 2002-0017). This notation has been removed. ***Issue Status: Resolved.***
14. **Improvements to a Stormwater Management Pond located in Land Bay OP-2 adjacent to Route 7 should be provided if it is intended to provide BMPs for the site.** Proffer IX.D. states that a wet retention pond may be constructed in the location of the existing pond and may provide BMP credits. If this facility is intended to serve as BMPs for proposed development, a commitment to retrofit the pond to current standards should be provided. If the pond is not intended to serve as BMPs, improvements to include, at a minimum, forebays should be provided. ***Issue Status: Unresolved; No Change has been made.***
15. **Commitments should be made to tree preservation within designated Tree Conservation Areas (TCA).** Both Tree Conservation Areas and reforestation areas have been delineated on the Concept Development Plan and the Stream Valley Plan. However, language requested to provide assurances that disturbance within these areas will be limited has not been provided as part of the Proffers. Further, the Proffers allow for the placement of stormwater management facilities and low impact design facilities within designated TCAs, and language prohibiting the removal of trees has been deleted. ***Issue Status: Unresolved.***
16. **Mitigation of wetlands should be pursuant to County policy with first preferences within Loudoun County within the same watershed.** Language within the Proffers specifying a "good faith effort" will be used to mitigate wetlands has been deleted as well as the language defining the prioritization schedule noted above. ***Issue Status: Resolved. While Staff recommends the prioritization language originally included as part of the Proffers be reinstated, requiring such is not permitted by Virginia State code. As such, this issue cannot be identified as outstanding.***
17. **Shared-use trails along Atlantic Boulevard should be constructed to a minimum width of ten-feet (10').** The Concept Development Plan continues to depict eight-foot (8') wide trails, whereas ten-foot (10') trails are anticipated by the Bicycle and Pedestrian Mobility Master Plan. ***Issue Status: Unresolved; No Change has been made.***
18. **The Traffic Impact Study should be amended to include consideration of medical office and to rectify discrepancies between the development program proposed and that analyzed as well as the orientation of Century**



**Boulevard.** The Applicant has indicated an addendum to the traffic study will be provided under separate cover. **Issue Status: Unresolved; No traffic study has been provided; additional review by the Office of Transportation Services (OTS) will be needed upon receipt.**

19. **Commitments should be made to provide all future improvements for intersections noted in the Traffic Study as necessary to achieve the indicated Level of Service (LOS).** No additional commitments have been provided. **Issue Status: Unresolved; No Change has been made.**
20. **Provide signalization of intersections as warranted.** The original commitment to contribute \$150,000 toward each signal has not been expanded to include the full cost of construction. Language has also been included which relieves the Applicant of any obligation should a request be made and the intersection fails to meet warrants. **Issue Status: Unresolved; No Change has been made; Staff recommends the proffers be revised to include a commitment to construct traffic signals when warranted.**
21. **Phasing of a commuter parking lot should be revised within the Proffer Statement to provide one hundred (100) spaces immediately and an expansion to two hundred spaces (200) within 120 days following approval of the application.** The Proffers which originally specified construction of a one hundred (100) space commuter parking lot within 120 days following approval and expansion of the same to two hundred (200) spaces prior to issuance of a zoning permit for one (1) million square feet of development remain unchanged. Staff notes that the initial one hundred (100) spaces have been triggered under the current approval of ZMAP 1990-0014 but have not been provided. **Issue Status: Unresolved; No Change has been made.**
22. **Phasing of the Mass Transit Facility should be amended to provide construction concurrent with the arrival of Metro Rail.** The mass transit facility is proposed as a transfer point for existing and proposed fixed bus routes serving Dulles Town Center and resolves a major issue related to providing facilities to facilitate transit service. Proffers which originally specified construction of the mass transit facility prior to issuance of two (2) million square feet of non-residential development remain unchanged. **Issue Status: Unresolved; No Change has been made.**
23. **A circulator bus service should be provided to facilitate the movement of people between the various uses and to the Mass Transit Facility.** No commitment to said service has been provided. **Issue Status: Unresolved; No Change has been made.**
24. **Provisions allowing for a transfer of square footage between the TC land Bays should be removed from the Proffer Statement or reduced in scope.** Provisions for density transfers between land bays may be reasonable to ensure

flexibility but must include an assurance that the core will remain denser than the fringe as well as an assurance that a balanced mix of uses will be retained in each land bay. The scope of the transfer has been reduced but retains the ability to relocate up to fifty (50) percent of office uses. **Issue Status: Unresolved; Density transfers should be further limited to no more than twenty-five (25) percent of each respective use.**

25. **Rectify a discrepancy between the area of Parcel /80/////102/ (PIN # 029-37-6224) and the area proposed to be rezoned PD-TC.** Clarify the intent of Kent Drive. The area of Kent Drive that is currently a public access easement is not reflected in the area to be rezoned, though it is part of the subject parcel. **Issue Status: Deferred. Determination regarding the future abandonment of both Kent Drive and Dulles Center Boulevard are dependent upon a future determination by the Virginia Department of Transportation (VDOT) as well as a future legislative action by the Board of Supervisors.**
26. **Submit a Proffer Audit which verifies commitments approved as part of ZMAP 1990-0014 have either been fulfilled or included as part this application.** The Applicant has indicated a Proffer Audit is being prepared and will be submitted under separate cover. **Issue Status: Unresolved; A Proffer Audit has not been submitted.**
27. **Staff cannot support six (6) of the modifications of the Revised 1993 Zoning Ordinance.** The Staff Report noted that modification numbers 5, 14, 17, 19, 21, 22, and 23 could not be supported. Modification 5 proposes an increase in the maximum lot coverage to 0.9 in the Town Center Fringe. Modification 14 proposes to reduce the percentage of civic uses in the PD-TC district from ten-percent (10%) to six-percent (6%). Modification 19 proposes a reduction in the required parking for the NRU-CFC parcel. Modification 23 proposes an increase in the height for the PD-CC district from forty-five (45) feet to fifty-five (55) feet. No changes to these modifications have been made, and as such, Staff cannot support Modifications 5, 14, 19, and 23.

Conversely, Modifications 17, 21, and 22<sup>1</sup> propose reductions in the building and/or parking setbacks / yards associated with Land Bay CC-1. When

<sup>1</sup> Modifications 17, 21, and 22 apply to the following Sections of the Revised 1993 Zoning Ordinance and propose the following:

**Modification 17:** Section 5-900(A)(10); *Access and Setbacks from Specific Roads and the W&OD Trail. Building and Parking Setbacks from Roads. Other Major Collector Roads:* Adjust the minimum building (75 feet) and parking (35 feet) setback along City Center Boulevard to 50 feet within Land Bay TC-1; Reduce the minimum building (75 feet) and parking (35 feet) setback to 25 feet in Landbay CC-1 along Atlantic Boulevard south of the access drive to the Dulles Town Circle ring road;

**Modification 21:** Section 4-205(C)(1)(b); *Lot Requirements. Yards. Adjacent to Roads. Community Center (CC):* Reduce the building, parking, outdoor storage, areas for collection of refuse, or loading area minimum yard along the Atlantic Boulevard right-of-way from 35 feet to 25 feet south of the access drive to the Dulles Town Circle ring road;

considered collectively, the modifications propose a twenty-five (25) foot setback / yard along Atlantic Boulevard north of the access drive to the Dulles Town Circle ring road, a fifteen (15) foot yard along the Dulles Town Circle ring road, and a ten (10) foot yard adjacent to Majestic Drive, among others. Originally, a uniform yard / setback of twenty-five (25) feet was proposed along the entire length of Dulles Center Boulevard and Atlantic Boulevard which has since been increased to thirty-five (35) feet. This increase would represent a yard / setback for Dulles Center Boulevard consistent with the Ordinance standard but maintains a reduction in the yard / setback along Atlantic Boulevard. Staff notes that the landscaping required along both Dulles Center Boulevard and Atlantic Boulevard has been enhanced beyond that required to include additional canopy trees and shrubs.<sup>2</sup>

Land Bay CC-1 is intended as a vehicular dependent land bay envisioned to be developed with a number of stand-alone retail pad sites; it is not intended as the pedestrian oriented, mixed-use environment that will characterize the Urban Center. Given the nature of such uses, adherence to the Ordinance standards regarding parking, loading, and collection of refuse is necessary to ensure compatibility and reduce impacts from vehicular traffic. As such, Staff cannot support Modifications 17 and 22.

Staff notes, however, Section 4-205(C)(1)(b), the ordinance section subject to Modification 21, requires a thirty-five (35) yard adjacent to any road right-of-way. As noted above, thirty-five (35) feet has been provided along all right-of-ways except a portion of the land bay south of the access drive to the Dulles Town Circle ring road. This acreage is partially developed as parking for an off-site restaurant and currently maintains a yard of twenty-five (25) feet. A reduction of adjoining acreage is reasonable to ensure consistency in the development pattern, and as such, Staff can now support Modification 21.

**Issue Status: Unresolved. Issues related to Modifications 5, 14, 19, and 23 remain outstanding as no changes have been made. Though reduced in scope, Staff cannot support Modifications 17 and 22 as the automobile dependency of the Land Bay to which they apply justify adherence to the Ordinance standards. Staff can now support Modification 21 as its application is now limited to acreage that is currently improved with a consistent development pattern.**

28. **Withdraw a modification of Section 4-205(C)(2), “Lot Requirements. Yards. Adjacent to Agricultural and Residential Districts and Land Bays Allowing**

**Modification 22:** Section 4-205(C)(3); *Lot Requirements. Yards. Adjacent to Other Nonresidential Districts:* Reduce minimum yard widths for building, parking, outdoor storage, and loading areas adjacent to other nonresidential districts from 35 feet to widths consistent with those provided on the Concept Development Plan (CDP).

<sup>2</sup> Page 3-3 of the Design Guidelines defines a modified buffer along Atlantic Boulevard and Dulles Center Boulevard to include the following: four (4) canopy trees; two (2) understory trees; and fifty (50) shrubs.

***Residential Uses,” as it was not included as part of the Planning Commission Public Hearing legal advertisement. The above-referenced modification, applicable to the portion of Land Bay CC-1 north of Majestic Drive and the Dulles Town Circle ring road and south of the stream valley tree reforestation area, proposes to eliminate the requirement of a one hundred (100) foot building and parking setback adjacent to the PD-TC district. Issue Status: Unresolved. Should the modification not be withdrawn, a new Public Hearing will be necessary.***

29. **The Proffer Statement and Conditions of Approval have not been approved to legal form. Issue Status: A review by Zoning Administration is pending; a review by the County Attorney's Office has not been initiated.**

**STAFF RECOMMENDATION:**

Staff cannot support this application until such time as issues related to conformance with Destination Retail policies, provisions for civic uses, fiscal impact, and transportation are addressed. Staff notes that an addendum to the Traffic Impact Study and a Proffer Audit have not been submitted. Upon receipt, additional analysis will be needed. At this time, Staff recommends the application be referred to Work Session for additional discussion.

**SUGGESTED MOTION:**

1. I move that the Planning Commission forward ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048, Dulles Town Center, to a Planning Commission Work Session for further discussion.

OR,

2. I move that the Planning Commission forward ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048, Dulles Town Center, to the Board of Supervisors with a recommendation of denial.

OR,

3. I move that the Planning Commission forward ZMAP 2007-0001, SPEX 2008-0047 & SPEX 2008-0048, Dulles Town Center, to the Board of Supervisors with a recommendation of approval.

OR,

4. I move an alternate motion.

**ATTACHMENTS:**

1. Vicinity Map

2. Conclusions
3. SPEX 2008-0048 Conditions of Approval; dated July 16, 2010
4. SPEX 2008-0047 Conditions of Approval; dated July 16, 2010
5. Applicant Summary of Responses to Outstanding Issues Table; dated July 1, 2010
6. Zoning Administration; Proffer Review Referral; dated April 8, 2010
7. Applicant Responses to Zoning Division Referral Comments; dated July 1, 2010
8. Proffer Statement; dated July 28, 2009; revised to July 1, 2010
9. Proffer Statement; dated July 28, 2009; revised to July 1, 2010 (Red-Line)
10. Route 7 Signalized Pedestrian Crossing Exhibit
11. Design Guidelines; dated July 2010
12. Concept Development Plan Plat, dated January 17, 2007; revised to June 30, 2010

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